





## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA.

TO-MORROW, the 6th day of March,  
1895, at Noon, the Company's S.S.  
ERNEST SIMONS, Commandant VINOT,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above place.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on  
the 5th March, 1895. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).

Contents and value of Packages are re-  
quired.

For further particulars, apply to the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, March 5, 1895. 365

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

Sail	Day	March
Victoria	Tuesday	March 19.
Victoria	Tuesday	April 23.
Tacoma	Tuesday	May 14.
Tacoma	Tuesday	June 4.

THE Steamship SIKH, Captain J.  
ROWLER, sailing at Noon, on  
TUESDAY, the 19th March, will proceed to  
VICTORIA, B.C., and TACOMA, via  
SHANGHAI, INLAND SEA, KOREA and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United  
States Ports should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the Agent of the Freight Agent  
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with  
address marked in full by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, March 1, 1895. 430

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE S.S. Oceana, Captain J. BEHRENS,  
having arrived from the above Ports,  
Consignees of Cargo are hereby requested  
to send in their Bills of Lading for counter-  
signatures by the Undersigned, and to take  
immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 4 p.m.  
To-day.

Any Cargo impeding the discharge or remain-  
ing on board after Noon on SATURDAY, 2nd  
March, will be landed at Consignees' risk and  
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, February 28, 1895. 414

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the  
Undersigned.

MITSUI BUSSAN KAISHA,  
8, Queen's Road Central.  
Hongkong, January 2, 1894. 1

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for any  
Debt contracted by the Officers on  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ARMSTRONG, British ship, Capt. S.  
W. Crosby, Admiralty.

RAKAI, German ship, Capt. Bellmer,  
Möller & Co.

## Entertainment.

HONGKONG AMATEUR DRAMATIC  
CLUB.

By SPECIAL REQUEST, there will be  
ONE MORE PERFORMANCE OF  
'ROBINSON CRUSOE,'

on  
SATURDAY,  
the 9th March, 1895, at 9 p.m.

Under the Patronage of Commodore  
BOYES, R.N., and the Officers  
of Her Majesty's Fleet.

Box Office opens at Messrs. LANE,  
CRAWFORD & Co. on Thursday, the 7th  
March, at 10 a.m.  
Hongkong, March 4, 1895. 443

TO-day's Advertisements.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the HONGKONG CUSTOMS that  
ARTILLERY PRATOCH will take place  
from the 7th to 11th MARCH, 1895,  
(SUNDAYS excepted), between the hours of  
8 a.m. and 5 p.m. DAILY, as follows:—

From Lyngade in East-North-Easterly  
and South-Easterly directions.

From Stone-cutters' Island in Westerly  
and South-Westerly directions.

All Ships, Junks and other Vessels are  
cautioned to keep clear of the Ranges.

By Command,  
J. H. STEWART LOCKHART,  
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,  
Hongkong, 5th March, 1895. 464

NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR. MAX GRUVE in our Firm  
CEASED on the 25th ultimo.

CHATER & VERNON.  
Hongkong, March 5, 1895. 462

PUBLIC AUCTION

OR  
VALUABLE HOUSEHOLD  
FURNITURE, PIANO, &c.

THE Undersigned has received instructions  
to sell by Public Auction, on  
TUESDAY,  
the 7th March, 1895, commencing at 2.30  
p.m., at No. 3, Seymour Terrace, the  
Residence of the Hon. E. J. ACKROYD, —  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD  
FURNITURE,  
comprising:—

ENGLISH-MADE DRAWING-ROOM SUITE,  
UPHOLSTERED IN SILK TAPESTRY, ENGLISH-  
MADE CUPBOARD, BLACK AND GOLD;  
FANCY CHAIRS, CHINA TABLES, PIC-  
TURES, ORNAMENTS, CANTON BLACKWOOD  
TABLES AND STOOLS, BRASS FENDERS, BRUS-  
SEL CARPETS, RUGS, CURTAINS, &c., &c.

—COTTAGE PIANO in Black and Gold, by  
CHAPPEL & Co., ESPECIALLY SELECTED FOR  
THE CHATELAIN, EXTRA FINEST, and in  
FINE CONDITION. (Black Sideboard and  
SERVED, ELECTRO-PLATE and GLASS  
WARE, CUTLERY, BOOKCASE, TEAK OVER-  
MANTEL, PANTRY REFRIGERATOR.

IRON and BRASS MOUNTED BEDSTEADES,  
WITH PATENT SPRING and HAIR MATTRESSES,  
S.C. DOUGLAS and SINGER WARDROBES with  
GLASS DOORS, MARBLE-TOP WARDROBES  
and DRESSING TABLE, WRITING TABLE,  
MOROCCO COVERED CHAIRS, TWO TIN-LINED  
CLOTHES BOXES, &c., &c.

BATH-ROOM REQUISITES.  
LADY'S IRON OUTING CHAIR, PLANTS,  
&c., &c.

Catalogues will be issued previous to the  
Sale. On View from Wednesday, the 6th  
March, at 2.30 p.m.

—TERMS OF SALE.—As customary.

—GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, March 5, 1895. 460

PUBLIC AUCTION

OF  
VALUABLE HOUSEHOLD  
FURNITURE, PIANOS, &c.

THE Undersigned has received instructions  
to sell by Public Auction, on  
SATURDAY,  
the 9th March, 1895, commencing at 2.30  
p.m., at his Sales Rooms, Duddell  
Street, —  
(For Sunday Accounts),  
A LARGE QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE,  
comprising:—

HANDSOME DRAWING ROOM SUITE,  
SADDLEREG and FANCY CHAIRS, CANTON  
BLACKWOOD MARBLE-TOP TEA-POTS and  
STOOLS, LATE BLACKWOOD CUPBOARD, STAND,  
CUPBOARD, TABLES, MARBLE-TOP and  
FANCY PATTERNS, CHINA TABLES, WARD-  
ROBES, ENGRAVINGS, ORNAMENTS, CAR-  
PETS, CLOCKS, BRASS FENDERS, IRON FEN-  
DERS, CARPETS, RUGS, CURTAINS, &c., &c.

ONE COTTAGE PIANO by CHAPPEL and  
Co. (NEARLY NEW), in FINE CONDITION.

ONE COTTAGE PIANO by COLLARD and  
COLLARD, in GOOD CONDITION.

ONE VERY HANDSOME TEAK CARVED  
SIDEBOARD with BEVELLED GLASS. SEVERAL  
SMALLER SIDEBOARDS, and DINING  
WAGGONS.

TWO EXTENSION DINING TABLES and  
CHAIRS, BOOKCASES, DINING and DESK  
SERVED, ELECTRO-PLATE and GLASS  
WARE, CUTLERY, LAMPS, CENTRE STANDS,  
PANTRY REQUISITES.

SINGLE and DOUBLE IRON BEDSTEADES with  
WIRE and HAIR MATTRESSES, BEDDING,  
MARBLE-TOP WARDROBES and DRESSING  
TABLES, BUREAU DRESSING TABLE, FANCY  
KATZAN CHAIRS, CHILDREN'S COGS, PERAM-  
BULATOR and SUNDAY BED-ROOM FUR-  
NITURE.

VERY HANDSOME SINGLES and DOUBLE  
WARDROBES with BEVELLED and PLAIN  
GLASS DOORS, LAMPS, WARDROBES,  
IRON COOKING STOVES and COOKING  
UTENSILS.

SEVERAL SHANGHAI BATHS and BATH-  
ROOM REQUISITES.

SEVERAL NEW JAPANESE RICHMANAS,  
&c., &c.

Catalogues will be issued prior to Sale.  
On View from Friday, the 6th March.

—TERMS OF SALE.—As customary.

—GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, March 5, 1895. 461

## To-day's Advertisements.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FROM this date Mr. G. TORVENAVEE  
has TAKEN CHARGE of the Agency of  
the above Company in Hongkong.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, March 5, 1895. 460

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S.S. Catherine Apear having arrived  
from the above Ports, Consignees  
are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remain-  
ing on board after the 7th instant, at  
Noon, will be landed at Consignees'  
risk and expense into the Godowns of the  
WANGHAI WAREHOUSE AND STORAGE CO.,  
LTD., Wanchai.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take im-  
mediate delivery of their Goods from along-  
side; such Cargo impeding the discharge of  
the Vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON & SONS, Co.,  
Agents.

Hongkong, March 5, 1895. 457

TO LET.

DWELLING HOUSES—  
"HIGHCLERE," at MAGAZINE GAP,  
"DES VOUEX VILLAS," at THE  
PEAK.

"DUNHEVED," on ROBINSON ROAD,  
(partly Fenced).

"RAVENSHILL," WEST, on ROBIN-  
SON ROAD.

FLOORS IN BLUE BUILDINGS.  
FLOORS IN ELGIN STREET, PERL  
STREET and STANTON STREET.

FLOORS IN No. 9, SHELLEY  
STREET.

GODOWNS.  
BLUE BUILDINGS.  
No. 7A, PRATA CENTRAL.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.  
Hongkong, March 5, 1895. 215

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship  
Emeralda,  
Captain PATERSON, will be  
despatched for the above  
Port on FRIDAY, the 8th inst., at 5 p.m.

This Steamer has Superior Accommoda-  
tion for Passengers, and is fitted with the  
Electric Light.

For Freight or Passage, apply to  
SHEWAN & Co.,  
General Managers.  
Hongkong, March 5, 1895. 455

FOR SHANGHAI.

The Steamship  
Lycamore,  
Captain G. HUBERMAN, will be  
despatched for the  
above Port on SATURDAY, the 9th inst.,  
at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, March 5, 1895. 463

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND  
YOKOHAMA.

The Steamship  
Munich, Captain DAVIES, will be  
despatched as above on  
or about WEDNESDAY, the 13th inst.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, March 5, 1895. 466

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship  
Cornwallshire,  
Captain RICHARDS, will be  
despatched for the  
above Ports on or about MONDAY, the  
26th March.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, March 5, 1895. 456

SHIPPING.

ARRIVALS.

March 4:—  
Aslow, British str., 1,827, J. Murray,  
Saigon February 27, General.—MELCHERS  
& Co.

March 5:—  
Amigo, German steamer, 774, A. Hunder-  
wadt, Saigon February 28, Rico.—WIESENER  
& Co.

Hani, French str., 732, J. V. Okodetz,  
Haiphong Mar. 2, General.—A. R. MARTY.

Chow Fa, British steamer, 1,035, Charles  
Stonham, Bangkok Feb. 25, General.—  
YUEN FAT HONG.

Choyang, British steamer, 1,104, J.  
Young, Swatow March 4, 1.30 p.m., Gen-  
eral.—JARDINE, MATHESON & Co.

Haites, British steamer, 1,183, F. D.  
Guddard, Foochow March 1, Amoy 2, Gen-  
eral.—DOUGLAS STEAMSHIP CO.

Martha, German steamer, 704, P. Morlas,  
Takow March 4, Ballast.—SANDER & Co.

Catherine Apear, British steamer, 1,733,  
J. G. Olfert, Calcutta February 16, Pen-  
ang 23, and Singapore 26, Opium and Gen-  
eral.—DAVID SASSOON & SONS, Co.

Redpoll, British gunboat, 806, Lieut-  
Commander O. G. May, Shanghai February  
27, and Amoy March 4.

DEPARTURES.

March 5:—  
Tui Lee, for Swatow.  
Donar, for Saigon.  
Folien, for Swatow.  
Wooan, for Shanghai.  
McKee, for Haiphong.  
Whampoa, for Canton.  
Kwang, for Singapore and Calcutta.  
Sungking, for Manila.  
Martha, for Canton.  
John Dinkelschell, for Hanoi.  
John, for Singapore and London.

## CLEANED.

Continental, for Amoy.  
Rio, for Saigon.  
Asmor, for Kobe.  
Spondan, for Shanghai.

## PASSENGERS.

## ARRIVED.

Per Aslow, from Saigon, 11 Chinese.  
Per Amigo, from Saigon, 2 Chinese.  
Per Chow Fa, from Swatow, 34 Chinese.  
Per Choyang, from Swatow, 3 Chinese.  
Per Haitan, from Coast Ports, Mrs.  
Cass, Messrs. Graham, Wenyon, Yui Ngen,  
Choo Bo, and 182 Chinese.

Per Martha, from Takow, 15 Chinese.  
Per Catherine Apear, from Calcutta, &c.,  
Mr. G. Olfert and child, Mr. G. O. Dosa,  
Messrs. I. Estrangia, A. Forsyth, W.  
Lewkowitz, Sergeant R. H. Hamilton,  
Messrs. R. S. Cagat, H. A. Meyer, Mr. and  
Mrs. Tui Yee Song, and 575 Chinese.

## DEPARTED.

Per Tui Lee, for Swatow, 200 Chinese.  
Per Donar, for Saigon, 300 Chinese.  
Per Folien, for Swatow, 150 Chinese.  
Per Michael John, for Haiphong, 30  
Chinese.

Per Kutang, for Singapore, 713 Chinese.  
Per Kwang, for Manila, 2 Europeans.  
Per John, for Hongkong, for London.  
Per Mrs. Layton, and 2 children, Master J. M.  
Doddwell, Mrs. Mackenzie, 3 children and  
governess, Mrs. Paton and 4 children; for  
London via Marseilles, Mr. A. G. Wood,  
Mr. and Mrs. N. G. Mitchell, James, Misses  
Brook and Gibbs, from Shanghai; for  
London via Marseilles, Rev. G. G. Sparham,  
Mrs. Sparham and child, Mrs. Brand, and  
Miss Brand; for Marseilles, the Misses  
Janson; for London, Rev. J. and Mrs. Jack-  
son and child.

## TO DEPART.

Per Rio, for Saigon, 200 Chinese.

## SHIPPING REPORTS.

The British steamer Aslow reports:  
Had strong head winds.

The British steamer Chow Fa reports:  
Kobe-chang to Cape Varella, moderate N.E. to N.W. winds, with fine weather  
generally. Cape Varella to lat. 16° N., and  
long. 110° E., strong increasing winds,  
increasing sea, strong gale with very high  
sea; thence to port, moderate weather, clear  
and cold.

The British steamer Choyang reports:  
Had moderate N.E. wind and fine clear  
weather.

The British steamer Haitan reports:  
Left Foochow on the 1st March, experienced  
fresh N.E. breeze, overcast and showery to  
Amoy. Left Amoy on the 2nd, and Swatow  
4th; from Amoy to Swatow, fresh N.E.  
breeze and fine clear weather; from Swatow  
to port, light Easterly breeze and fine clear  
weather. Steamers in Amoy: H.M.S.  
Redpoll and Wyliffe. Steamers in Swatow:  
Fornosa, Choyang, Chefoo, Net-  
chungh, Machee and Shantung. At anchor  
inside, off Double Island, German steamer  
Tropid.

German steamer Martha reports:  
Left Takow on the 28th February, arrived  
at Takow on the 1st March. On the 1st  
March, passed to the northward of the Pe-  
losore some signs of a foreign sailing  
vessel, apparently not long in the water.

The British steamer Catherine Apear re-  
ports: After leaving Singapore experienced  
moderate N.E. monsoon and fine; up to  
lat. 16° N.; thence to arrival, strong  
N.E. monsoon and heavy sea.

The British gunboat Redpoll reports:  
Experienced fine weather.

## POST-OFFICE NOTICES.

MAILS will close:—  
FOR STRAITS & BOMBAY.—  
Per Burnida, at 10.30 a.m., on Wednes-  
day, the 6th inst.

FOR HAIPHONG.—  
Per Hongkong, at 10.30 a.m., on Wednes-  
day, the 6th inst.

FOR SINGAPORE.—  
Per Hathi, at 3.30 p.m., on Wednes-  
day, the 6th March.

FOR SWATOW, AMOY & FOOCHEW.—  
Per Haitan, at 5 p.m., on Wednesday,  
the 6th inst.

FOR SINGAPORE & BANGKOK.—  
Per Taiching, at 9.30 a.m., on Thursday,  
the 7th inst.

FOR EUROPE, &c., INDIA VIA TUTI-  
CORIN.—  
Per Prinz Heinrich, Registration at 7.30  
a.m. Letters at 8 a.m., on Friday,  
the 8th inst. (Late Letters, 8.10 to  
8.30 a.m.)

FOR SWATOW & BANGKOK.—  
Per Denawong, at 9.30 a.m., on Friday,  
the 8th inst.

FOR NAGASAKI, KOBE & YOKOHAMA  
Per Amoy, at 11.30 a.m., on Friday,  
the 8th inst.

FOR SHANGHAI, MOJI, KOBE, YOKO-  
HAMA, VICTORIA, B.C., & TA-  
COMA.  
Per Sika, at 11.30 a.m., on Tuesday,  
the 12th inst.

MAILS BY THE FRENCH PACKET.—  
The French Packet Packet Ernest Simons  
will be despatched on WEDNESDAY,  
the 6th inst., with Mails for the United  
Kingdom, Europe, and places be-  
yond, via Marseilles; to Saigon, Straits  
Settlements, Batavia, Burmah, Ceylon,  
the Australasian Colonies, Pondicherry,  
Madras, Calcutta, Aden, Mauritius,  
Egypt, Malta, and Gibraltar.

The usual hours will be observed in  
closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—  
The United States Mail Packet City of Rio de  
Janeiro will be despatched on WED-  
NESDAY, the 6th March, with Mails for  
Japan, San Francisco, the United  
States, Canada, Honolulu, Port, &c.,  
which will be closed as follows:—  
4.00 p.m. Registry closes.  
5.00 p.m. Post-Office closes, but Correspond-  
ence may be posted on board the  
Packet, until the time of departure.

## HOURS OF CLOSING THE

ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in  
closing the Mails for Europe, &c., by the  
English and French Packets, when they  
leave at Noon. The Money Order Office  
will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and  
Circulars closes.

(Prices Current and Circulars may  
however be posted up to 10 o'clock  
if they are tied in bundles, country  
by country, with the addresses all  
one way).

10.00 a.m.—Registry closes.

10.30 a.m.—Posting of Newspapers,



New Comic Song and Dance Albums, at W. Robinson and Company.

Hoxe's Oploes have been doing good business in Batavia. It is stated that the Company is to break up owing to internal dissension.

We may note that the Hon. the Acting Chief Justice, Mr. Ackroyd, will embark from the old Polder's Wharf at 11 a.m. to-morrow.

The gunner in the Asiatic Artillery charged with the attempted murder of a comrade in arms at Lyseum Fort was committed for trial at the Criminal Sessions by Mr. H. E. Wodehouse at the Magistracy this morning.

On Saturday an Association foot-ball match was played on the Happy Valley Ground between teams of H.M.S. Centurion and Archer, ending in a victory for Archer; 2 goals to 1. The return match will be played shortly.

W. ROBINSON and Company for the highest class Piano Tuning and Repairing.

JAPANESE friends of the late Admiral Ting are proposing to hold a memorial service in his honor. Some members of the Diet are the chief movers in this scheme, says the *Hongo News*. The life of the deceased Admiral is said to have been insured with a British Company at Hongkong for \$30,000. A representative of the Company is reported to have started northwards charged to fully investigate the manner of his death.

The following gem of wisdom is culled from *The Hongkong Philatelic Journal* for March:—"Philatelia's army in the Far East can hardly maintain its full swing now as the long-looked-for success of its progress is apparently severed off by the dreadful war raging ferociously between China and Japan, which is decidedly a great drawback to all commercial pursuits; and until these hostilities are brought to a conciliatory end, things will have to remain as they are." In fact, to make things perfectly clear, if the war does not stop it will go on!

The following is an extract from Admiral Itô's reply to Admiral Ting's last letter, in which the Chinese commander agreed to capitulate:—"I am prepared to send you, and all the people referred to in your note, to any place convenient to both parties, under the escort of one of my men-of-war. Speaking as a private individual, I think it advisable for the safety of your person and also for the future interest of your country, that you should come to my country until the end of the present war. If you come to Japan we shall receive you with the highest respect and afford you full protection. If you desire to go home, you need not heed my suggestion. As to your proposal to ask the British Admiral to be your witness for the fulfilment of your offer, I think it is unnecessary. I place confidence on your own honor. I beg to add that you should reply to this not later than 10 o'clock to-morrow morning."

Yesterday afternoon, the Sanitary Board—presided over by Mr. F. H. May, Captain Superintendent of Police—passed by-laws under the new Public Health Ordinances.

The most important by-laws refer to basements and concrete floors, the work upon which has been retarded for some time pending the passing of the by-laws. It was decided that the ground surface of and around all domestic buildings shall be covered with from nine to six inches of good lime or cement concrete, a suggestion by Dr. Hartigan that the coating should be reduced in thickness being rejected. There was some conversation upon Section 12, which provides that "the occupier of any premises shall at all times keep his premises in a clean and wholesome condition, and see that the drains, traps, gratings, fall-pipes, and other sanitary fittings and appliances are kept free from obstruction and in an efficient state of repair," &c. Dr. Hartigan asked what would happen if a drain was broken in a typhoon, and Mr. R. K. Leigh replied that it was a question between the landlord and the occupier. The occupier must recover from the landlord.

It is not often that the residents of Hongkong have the opportunity of visiting two large new liners in the service of rival shipping firms within the short space of two days. Yesterday it was the North German steamer *Prinz Heinrich* which received the attention of the multitude; to-day it is the French mail steamer *Ernest Simons*. Upon the invitation of Captain Vimont a large company of visitors went off to the French steamer, which is lying in the middle of the Harbour, and inspected the saloons and state rooms and the other accommodation provided for passengers by the Saigon-Marseilles route. The French mail steamers have always been popular with travellers from Hongkong, and now that the Messageries Maritimes are obliged, partly by the new subvention and partly by the exigencies of modern competition, to place faster and more improved vessels upon the Far Eastern route, it goes without saying that there will be no falling off in their popularity. We have already published a long description of the *Ernest Simons*, the latest addition to the M. M. fleet, and it only remains to be added that nothing but admiration was expressed by to-day's visitors for the excellence of the arrangements made for the comfort of passengers on board. The visitors were entertained by Captain Vimont with true French hospitality.

The total import of kerosene oil to Singapore in 1894 was 582,200 cases—175,000 American, 153,000 Russian (bulk), and 240,200 Sunnara.

At an extraordinary general meeting of the Hongkong Cricket Club yesterday it was agreed, on the motion of Mr. A. J. Leach, seconded by Mr. Wodehouse, that the Club should acquire the Ruyong Club's grounds and premises. Mr. T. Sercombe Smith and Mr. A. M. Thomson spoke against the proposed amalgamation.

The Peninsular and Oriental Steam Navigation Company are to be congratulated on the fact that on no occasion during the last official year did they fail to deliver the home mails in Hongkong in advance of contract time. One vessel arrived 6 days before contract time; five, 4 days early; eleven, 3 days early; seven, 2 days early; and two 1 day early—not a bad record for the year.

The Tientsin correspondent of the *N. C. Daily News* writes:—"Probably your readers know more about this than we do, but it is understood up here that the whole concern of the China Merchants Company has been transferred to Messrs. Carlowitz & Co., and that the ships will now sail under the German flag."

Mr. N. G. Mitchell Innes, Colonial Treasurer, left for England by P. and O. steamer *Japan* this afternoon. Mr. E. J. Ackroyd, Acting Chief Justice, leaves to-morrow by the French mail steamer *Ernest Simons*. Mr. Ackroyd has spent many years in the Government service and during the thirteen years he has been in Hongkong has earned high opinions for his uprightness of character and unswerving conscientiousness in the discharge of his official duties. His last task in the public interest was the arduous position of Chairman of the Taipehuan Resumption Arbitration Board. Mr. G. de Champeux, the local agent of the Messageries Maritimes, is also a passenger by the same steamer.

This morning, at the Magistracy, Mr. H. E. Wodehouse concluded a case in which an old man and two women were charged with cruelly mistreating a little girl about eight years of age. The evidence revealed a case of shocking brutality. The little girl had been beaten unmercifully with a heavy piece of wood and compelled to carry a wooden club round a room at all hours of the night and day. When the police were informed of the ill treatment, she had been beaten about the face and her eyes were blackened. The women were discharged, but the male prisoner, who is we understand, a man of means, was fined \$50. Under the Protection of Children's Act in England the accused would probably have been sentenced to two years' imprisonment. The girl was handed over to the care of the Registrar General.

Dr. A. R. Marionettes are now doing business in Penang.

TRANSFERRING and Cabin Pilots, at W. Robinson and Company.

FRANCIS GIVA of Korea, who came to Japan a few months ago with the King's congratulations to the Japanese Court, says the *Hongo News*, took back with him a fine horse as a present from the Emperor.

SOME time since, writes a Chinikang correspondent, upon the Shanghai morning contemporary, while a shooting party from one of the gunboats was on the island, one of the men accidentally fired a few birds shot into the leg of a Chinese boy. The natives seized the man and held him until the other came up. After a good deal of parleying, the matter was referred to the Tantai. A few silver dollars calmed the feelings of the hitherto peaceful islanders. The boy also recovered in a remarkably short time.

SEVENTEEN HAWAIIAN Pianos wanted for Export, W. Robinson and Company.

We are informed by the Bank of China, Japan and the Straits that the appeal lodged by them against the judgment of the French Consular Court in the case of 'The Bank of China, Japan and the Straits, Ltd.' v. E. Leprieux, rendered last May, has been sustained. The Court have held that the Bank had not fulfilled the conditions necessary to enable it to sue in the French Courts, that the transfer of shares had not been made so as to hold the defendant liable, and that the defendant was justified in refusing to pay the call giving judgment for the defendant with costs. The appeal was made to the High Court in Saigon, where the decision was reversed on every point, and judgment given in favour of the Bank. — *Shanghai Mercury*.

Another instance of the Scottish clan-jealousies and the curious force of blood affinity, however remote it be from the genealogical point of view. On the only occasion to yesterday's Rugby football match, every player was drawn into touch among the spectators, the projected one was McDougall. The spectator who filled the unfortunate position of the player of impact was another McDougall, quite a new arrival. There may be some who would say that this is a coincidence of a somewhat violent character, but it is not. But a more substantial theory would attribute this peculiar collision of bodies moving freely in space to some as yet unexplained property of 'mutual attraction' subsisting in the ultimate molecules of protoplasm. In any case, the matter is a very curious one, and it is not likely to be forgotten.

ROYAL HONGKONG YACHT CLUB.

Twelfth Club Race.

The twelfth race of the Yacht Club was sailed on the 3rd inst. The starters were:—

FIRST CLASS.	
<i>Dart</i> .....	Dr. Lawson.
<i>Payne</i> .....	Royal Engineers.
<i>Erica</i> .....	Mr. A. Deacon.
<i>Ladybird</i> .....	Mr. O. D. Wilkinson.
SECOND CLASS.	
<i>Elfin</i> .....	Mr. G. P. Lammer.
<i>Schroeder</i> .....	Mr. W. Watson.

The course was as follows:—From the Submarine Mining Pier, Wellington Barracks, between the Central Railway Buoy, round mark boat off Green Island, Comopolitan Dock Buoy, No. 1 Dock Buoy, and Channel Rocks (leaving all to starboard); 14 miles.

FIRST CLASS.	
<i>Dart</i> .....	12 31
<i>Ladybird</i> .....	12 31
<i>Payne</i> .....	12 31
<i>Erica</i> .....	12 31

It was a really severe race in the Comopolitan Dock and they went round the Buoy as follows:—

H. M. S.	
<i>Dart</i> .....	11 15
<i>Payne</i> .....	11 15
<i>Ladybird</i> .....	11 15
<i>Erica</i> .....	11 15

Beating up to the No. 1 Dock Buoy, the wind freshened slightly and the *Erica* passed the *Ladybird* off Kowloon Point and went into third place. Immediately after rounding the Buoy the boats got into a strong current. The *Dart* made a short tack and then ran straight for the Rocks, the *Payne* tucked half way across to North Point and found on nearing the Rocks that she had overreached and had to go free. The *Ladybird* followed the *Dart* and the *Erica* made the Rocks in one tack after clearing the Point. The boats went round the Rocks in the same order. The *Dart* got within 150 yards of the *Payne*, but failed to improve her position. It was almost a calm at the line, and the boats drifted across slowly in the following times:—

H. M. S.	
<i>Dart</i> (10 points).....	3 12 33
<i>Payne</i> .....	3 12 33
<i>Erica</i> (1 point).....	3 12 33
<i>Ladybird</i> .....	3 12 33

HONGKONG POLICE FORCE.

PRESENTATION TO MR. GEORGE HORSEPOOL.

At the Central Police Station this morning, Mr. George Horsepool, Deputy Superintendent of Police, was made the recipient of a handsome testimonial from the officers and men of the Police Force on the occasion of his retirement from the service. The presentation was made in the presence of a large number of the members of the Force. Chief Inspector Mathieson, in making the presentation, said:—Deputy Superintendent Horsepool, I am requested by the members of the Police Force to-day to ask you to accept from us a small souvenir in the shape of an address and a carriage of the use of your departure. We are quite aware of the fact that the Hongkong Police Force is going to lose an able, zealous, and painstaking officer, and an honest, straightforward and conscientious man. You came here twenty-eight years ago from a good old school, the London Police Force. You have been here with a thorough training in Police work, and you have given the benefit of that training to the public and Government of Hongkong. We know you have had to send in your papers at this time on account of Mrs. Horsepool's health, but we hope that the return to the old country will not be a very long one. The comfort of your home is now assured by the carriage clock and address on behalf of the Police, which we will take as read (applause).

The clock bore the following inscription:—Presented to George Horsepool, Esq., J.P., Deputy Superintendent of the Hongkong Police, by the members of the Force on his retirement after twenty-eight years' service as a token of esteem and regard 6th March, 1895.

The following is the text of the address:—To George Horsepool, Esquire, Deputy Superintendent of Police and Assistant Superintendent of Fire Brigade. We, the undersigned Members of the Hongkong Police Force, in view of your retirement from the service, and in recognition of the many years of your service, desire to give expression to the great esteem in which we have always held you, for the success with which you have held your various responsible appointments, and the justice with which you have carried out the duties of those positions. We are all heartily content in giving expression to our desire in many respects the efficient state of the Force at the present time.

We have invariably found in you a most conscientious and straightforward officer in your duties both to the Force and the Public, and although the Force is composed of various nationalities yet the whole has worked harmoniously together under your supervision on the several occasions when you performed the arduous duties of Captain Superintendent of Police.

We cannot allow you to depart from the Colony without expressing our great sympathy in the cause which necessitates your leaving, and we sincerely hope that Mrs. Horsepool will soon regain her health after a short stay in the old country.

In conclusion, therefore, may we hope that wherever you may chance to reside you and your family will enjoy such peace and happiness as will compensate you for the length of years you have spent in the trying and interesting climate of this Colony of Hongkong.

(Here follow the signatures of the whole of the European, Indian, and Chinese members of the Police Force.)

Mr. Horsepool said:—Chief Inspector Mathieson, Officers and Men of the Hongkong Police Force—I have to tender you, on behalf of Mrs. Horsepool and myself, our heartfelt thanks for this very flattering address and very handsome clock you have just presented me with. I cannot attempt to describe with what pleasure I accept it. It was always a point made in making a speech, I have had, during my long career, to make a point of saying that I was very much obliged to you, but I cannot do so now.

remember one half so hard as this, for I think, if there is one time more than another calculated to cause a sort of fulness in the throat, it is when one is called upon to say good-bye to something they prize very highly. That is exactly my position now, for I prize very highly the cordials of the Hongkong Police Force, and I am very proud of my position in it. I particularly regret having to leave just at present when our respected Chief is about to take a well-earned holiday, and when I should, in all probability, have the honour once more of commanding the Force, and if my own health was the only consideration I should be loath to leave. I am sorry to say—and I feel sure you will be sorry to hear—that my wife's health has completely broken down. It is urgently necessary that she should go home at once, and I feel it to be my duty to accompany her; and, acting upon medical advice, I have taken leave of you in the morning. I must tell you that when in England two years ago, I was strongly advised by two eminent medical men not to venture through another summer in Hongkong. You remember what last summer was. The Colony was visited by that terrible plague epidemic and when so much hard and disagreeable and dangerous work was thrown upon this department—I could not think, for a moment, of asking to leave. You will doubtless expect me to say something about the Force as I found it twenty-eight years ago; and the changes which have since taken place. I cannot do so, but I can say that I am proud myself to be a member of the Force. Well, I found the Force a very unpopular one. With the exception of the Assistant Superintendent and three or four Inspectors and Sergeants, there was not a man who had been five years in the Force. Recruiting was done locally, and the Force was composed of men of every nationality, principally from merchant ships and old soldiers. The pay at the time was considered to be very small—from a third-class Police Constable at \$24 to a first-class Inspector at \$70 per mensem,—but considering that the dollar was worth 4/4 or 4/5, I must say it was not very low. There had been cases in which men recently discharged from Gaol for deserting from their ship, or something of that kind, had been taken on the Force. Very little, if any, attempt was made to instruct them in their duties—they were put in suits of old uniforms, given a trumpet, and sent into the streets 'on duty.' At night, these men carried loaded maktars, and I have been told that it was customary for them, from all parts of the City, to meet each morning before going off duty at a public house, known as Portuguese Jack at Queen's Road Central, pile arms outside on the sidewalk, then, in disguise, to break their fast, i.e., drink (laughter). You can imagine what would, in all probability, become of such policemen, especially if they, unfortunately, came across any of their old drinking chums in the neighbourhood of the great shops—these policemen would have been shot. There was unlimited drink. The old soldiers, as a rule, did not last long, drinking being their terrible stumbling block. If a man got over the first month he might possibly stay two or three years, but the average length of service, I should say, was about a year or eighteen months. It was a good deal of men being promoted from the ranks to the rank of Inspector in less than two years (laughter). This state of things continued up to the end of 1871, when, with the exception of the Captain Superintendent, there were only three men who had five years' service. Since then the Force has been changed. In the four months from January 1872 to March 1873, sixty-five trained Police Constables arrived from home; forty-five from Edinburgh in January and February, 1872, of whom only four remain, and twenty from London in March 1873, of whom also four remain. One is Chief Inspector, six are Inspectors, and the remainder are Sergeants. These figures show a great improvement; the pay of a 1st Class Inspector was increased to \$100 per annum and the pay of the other grades increased in proportion. Since then, batches of recruits have been sent out from home from time to time, as required, and only a few men—two or three—have been promoted from the ranks to the rank of Inspector in the Colony. The comfort of the Force is now assured by the Heads of the Force. You have a library, reading-rooms, billiard-room, mess-room, &c., &c., tennis-courts, and a rifle range. The pay—in dollars—has also been again increased; and men of good character get 4 home leave every year, and a passage paid. There is no doubt that the Force has become a police force. Of the 12 Inspectors—including the Chief Inspector—no less than 9 have upwards of 20 years' service. Of the 12 Sergeants no less than 9 have upwards of 12 years' service; one has served 22 years. These facts speak for themselves. There is one thing, should I say, I have said, and you have considered that I have said a little harshly with you, that I have refused you anything it was in my power, as Acting Captain Superintendent, or Deputy Superintendent to grant, rest assured it has never been done unkindly. I have looked upon the Police Force as a public property, and as myself and the custodians of that property, and I have always striven to do my best for the good of the service in the interest of the public whose servant I am (applause). I have now to express to the officers my sincere thanks for the manner in which they have so ably assisted me in the carrying out of the duties of the Department. I have only to add my sincere hope that as long as any of you remain in the Force, you will, whatever your rank may be, do your very best to maintain the present popularity, the present good name of the Force to which during the last twenty-eight years you have had the honour to belong (applause).

In the afternoon, Mr. F. H. May, Capt. Superintendent, entertained the Inspectors to a dinner at the farrowell of Mr. Horsepool, Deputy Superintendent, and Mr. Mathieson, Chief Inspector.

A NANKING CORRESPONDENT OF THE N. C. DAILY NEWS SAYS:—

We hear that an expedition is being fitted out in Japan for the conquest of the English colony of Nanking. We are assured by some prophets that Nanking will be taken within six weeks; but it is easier to prophesy than to get one's prophecies fulfilled, and we shall wait for some sign of its approaching fulfilment before giving credence to the report. The people are much less disturbed by such reports than they were at the commencement of the war. They say now to one another: "The Japanese will not hurt us." So much for the humane treatment which the Japanese have accorded their prisoners and the protection which they have given the inhabitants of the conquered districts. If the war goes on much longer we shall have to see the people of Nanking being taken to the Japanese.

REUTERS' TELEGRAMS.

[Supplied to THE 'CHINA MAIL']

LONDON, March 5th, 1896.

THE PROPOSED MONETARY CONFERENCE.

The United States Congress has finally agreed to join a Monetary Conference, Speaker Cress to be one of the delegates.

THE BRITISH-AUSTRALIAN CRICKET MATCH.

In the final test match between Scotland's Elton and All-Australia, the former scored 335 in their first innings.

THE HON. T. H. WHITEHEAD'S MEMORIAL FOR REPRESENTATIVE GOVERNMENT IN HONGKONG.

Mr. Sydney Charles Buxton, Parliamentary Under Secretary for the Colonies, has indicated that after careful consideration of the Memorial from Hongkong for a representative government, Lord Ripon is unable to grant the petition.

THE CHINA-JAPAN WAR.

(Special to the 'Chinese Mail'.)

REINFORCEMENTS FOR NANKING.

NANKING, March 4, 8 p.m.

General Fung Tze Chay arrived here with his large army from Sochow yesterday at noon, and resumes his journey at once for Nanking.

LI HUNG CHANG LEAVES FOR JAPAN.

Peking, March 6, 3.15 p.m.

Li Hung Chang left Peking for Tientsin to-day, en route for Japan, with full powers to negotiate the terms of peace.

CAMPAIGNING IN SHANTUNG.

FOREIGNERS WITH THE JAPANESE ARMY.

ON THE ROAD TO WEIHAWEI.

FEELER RESISTANCE FOR THE CHINESE.

(From Our Special War Correspondent.)

Yungching-fu, the first important place on the way from Shantung Province to WeihaWei, like Kinohau-fu, the starting-point of the march on Port Arthur, is situated on a narrow, low spit of land connecting the high rocky promontory with the rest of the province. In this case the isthmus is only just large enough for the city walls, which are only a stone's-throw from the sea on either side; and the high rocky promontory, the second of the isthmus, is only a stone's-throw from the sea on either side. The city walls are about 25 feet high, poorly built of stone, with brick backing, originally eight to ten feet thick but now in some places not two feet at the top. The towers on the walls are in ruins. The houses are much smaller, darker, and more meanly furnished; but the streets are wider and less unclean. The city is one of the oldest in China; an date of foundation is ascertainable. It has been big enough for its walls, which include about one-tenth of waste land, whereas at Kinohau there is a large extramural town. There is a public bath in Yungching as there is at Kinohau, and only a very unpretentious theatre. For the rest, there is little difference between this and perhaps any other among the second-rate cities in China; the houses are of the same style, built mostly of brick and stone, roofed with tiles and thatched, fitted with kang or stone stove-beds. It may be an indication of the people's condition that several dead dogs were seen in the streets, with the flesh cut off presumably for food; and there appeared to be no other food in general use except grain and vegetables. Rice is scarce and poor, but mung, millet, barley, beans, peas, and sweet-potatoes are plentiful crops in every part of this region; the army found unlimited supplies everywhere. Straw is abundant, and with brushwood is used as fuel, for wood and charcoal are scarce, and coal is unknown. The thermometer has been registering from five to fifteen degrees of frost regularly, so that the absence of good fuel is keenly felt.

When the press correspondents arrived here, yesterday, the Japanese soldiers had already been here several days—the first of them recruiting party which arrived on the retreating Chinese on the 20th, and later the advance guard, the Soudai Division, the Kumanoto troops, and now the Field Marshal, Count Oyama, with his staff and train. About a third of the inhabitants were to be seen, mostly following their usual avocations; the rest were told had fled and not yet returned. Some of the vacant houses had been looted, and two or three burnt by the Chinese soldiers and lower classes, we were assured. Strenuous efforts are made by the authorities to prevent any plundering or other misconduct on the part of the Japanese, and by the time we foreigners were enabled to come, perfect order reigned in the city and country round.

Beyond the walls westward is a walled camp, of the usual kind; we learnt that there had been 2000 soldiers sent from WeihaWei to oppose the invasion, and that they had all fled without firing a shot. At first we were told 800; if we had not been kept back we might have seen for ourselves. However, it is a mere detail. One prisoner had been taken on the 21st, a man who was found hiding with a revolver in his hand. Nobody was killed, according to the official report.

With the Japanese army are eleven foreigners—Dr. Wopack, Russian attaché, Vicomte de Labry, French Surgeon-General, Taylor, Capt. Du Boulay, R.A., and Lt. Ogilvy, R.N., British; and Lt. O'Brien, American; Mr. L. L. L. (L. L. L.), and Gausson (Puyguy), Mr. W. G. Smith representing several American papers, and myself. There are also on the way Mr. W. Ward (P. M. H.) and Mr. O'Brien (New York Herald) who have not yet arrived. All the foreigners except Mr. Smith and myself are staying in Yungching until the Field Marshal sets out, probably in two or three days; we two leave to-morrow at daylight with General Sakuma, of the Soudai Division. They carry us some food, a day's journey or further beyond reach of supplies or communication with the outer world by mail or telegraph, and that except of course it involves being at a disadvantage to some extent as compared with the others; but it is of course the only way to secure personal knowledge of what occurs, and therefore so far as the Soudai Division is concerned, it is a great advantage. They appear strongly disinclined to permit it, without actually retreating, they persistently refused us of the discom-

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Beyond the



## Mails.

**NORDEUTSCHER LEYD.**  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA & AITIO.  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich... Friday March 8.

Bayern... Monday April 1.

Prinz Heinrich... Monday April 29.

ON FRIDAY, the 8th day of March,

1895, at 9 a.m., the Company's S.S.

PRINZ HEINRICH, Capt. ENGELBART,

with MALES, PASSENGERS, SPECIES,

and CARGO, will leave this port as above,

calling at Naples and Genoa.

Shipping Orders will be granted till

Noon, on Wednesday, the 6th March,

Cargo and Specie will be received on

board until Noon, on Thursday, the 7th

March, and Parcels will be received (at

the Agency's Office) until Noon, on Thurs-

day, the 7th March. Contents of Packages

are required. No Parcel Receipts will be

signed at less than 24 hours before sailing.

Not exceeding Two Feet Cubic in measure-

ment.

The Steamer has splendid Accommodation

and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELOERS & Co.,

Agents.

Hongkong, March 4, 1895.

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STEAM FOR

STRAITS, OCEAN, AUSTRALIA,

INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain

G. C. HENNING, R.N.R., carrying Her

Majesty's Mail, will be despatched from

this port for BOMBAY, on THURSDAY,

the 14th March, at Noon, taking Pas-

sengers and Cargo for the above Ports.

This Steamer connects at Bombay with her

ORIENTAL, which Vessel takes on her

Cargo for LONDON, via SUZ CANAL,

leaving that port on the 6th APRIL,

1895.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into a

steamer proceeding direct to Marseilles and

London; other Cargo for London, &c., will

be conveyed via Bombay.

Parcels will be received at this Office

until 4 p.m. on the day before sailing. The

contents and value of all packages are

required.

Shippers are particularly requested to

note the terms and conditions of the Com-

pany's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, February 28, 1895.

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## Intimations.

**CHAS. J. GAUPP & Co.,**  
Chromometer, Watch & Clock Makers,  
Jewellers.

**NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.**  
VOYAGERS' CELEBRATED  
BINOCULARS AND TELESCOPES.  
RESEARCHER'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS,  
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware,  
Christie & Co.'s Electro-Plated Ware,  
GOLD & SILVER JEWELLERY  
in great variety.

**DIAMONDS**  
AND  
**DIAMOND JEWELLERY.**

A Splendid Collection of the Latest London  
Patterns, at very moderate prices. 742

**Not That Way Now.**

People used to take plain  
cod liver oil for coughs,  
colds, throat and lung trou-  
bles only after other reme-  
dies had been tried and  
found wanting.

**Scott's Emulsion**

is the modern idea of cod  
liver oil, the first instead of  
a final resort, when such  
ailments appear. The fish-  
fat taste is removed and the  
oil itself is partly digested  
before taken into the stom-  
ach.

Scott & Borne, Ltd., London. All Chemists.

Sole Agent for China and Hongkong  
CHAS. J. GAUPP & Co.,  
Hongkong.

## Mails.

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Rio de Janeiro

(via Nagasaki, Kobe, Inland Sea and Honolulu) ... THURSDAY, Mar. 7, at daylight.

Peru (via Nagasaki, Kobe, Inland Sea and Honolulu) ... SATURDAY, Mar. 9, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Honolulu) ... WEDNESDAY, April 17, at noon.

THE U. S. Mail Steamship CITY OF

RIO DE JANEIRO will be des-

patched for SAN FRANCISCO, via

NAGASAKI, KOBÉ, INLAND SEA

and YOKOHAMA, on THURSDAY, 7th

March, at Daylight, taking Passengers and

Freight for Japan, the United States, and

Europe.

Steamers of this line pass through the

INLAND SEA OF JAPAN, and call at

HONOLULU, and passengers are allowed

to break their journey at any point en route.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers, and to the

principal cities of the United States or

Canada. Rates may be obtained on applica-

tion.

Passengers holding through ORDERS TO

EUROPE have the choice of the Overland

Rail routes from San Francisco, including

the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER

and RIO GRANDE, and NORTHERN

PACIFIC RAILWAYS, on payment

of \$10.00 Gold in addition to the regular

tariff rates.

Passengers holding orders FOR OVER-

LAND CITIES in the United States have,

between San Francisco and Chicago, the

option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE and other

direct connecting Railways, and from Chi-

cago to destination, the choice of direct

lines.

Particulars of the various routes can be

had on application.

Special rates (first class only) are granted

to Missionaries, members of the Naval,

Military, Diplomatic, and Civil Services,

to European officials in service of China

and Japan, and to Government officials and

their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Overland Railway, to Havana, Trinidad,

and Demerara, and to ports in Mexico,

Central and South America, by the Com-

pany's and connecting Steamers.

Freight will be received on board until 4

p.m. the day previous to sailing. Parcel

packages will be received at the office until

4 p.m. on the day before sailing. All Parcel

Receipts should be marked to address in full; value

of same is required.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco

in the United States, should be sent to the

Company's Office in Beal's Envelope,

addressed to the Collector of Customs at San

Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 7, Praya Central.

J. S. VAN BUREN,

Agent.

Hongkong, March 4, 1895.

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Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

Coptic (via Nagasaki, Kobe, Inland Sea and Honolulu) ... TUESDAY, March 19, at noon.

Saeki (via Nagasaki, Kobe, Inland Sea and Honolulu) ... TUESDAY, April 9, at noon.

Bulg (via Nagasaki, Kobe, Inland Sea and Honolulu) ... THURSDAY, May 9, at noon.

THE Steamship COPTIC will be

despatched for SAN FRANCISCO,

via NAGASAKI, KOBÉ, INLAND SEA

and YOKOHAMA, on TUESDAY, the

19th March, at Noon, connection being

made at Yokohama with Steamers from

Shanghai.

Steamers of this line pass through the

INLAND SEA OF JAPAN and call at

HONOLULU, and passengers are allowed to

break their journey at any point en route.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers, and to the

principal cities of the United States or

Canada. Rates and particulars of the various routes

may be obtained on application.

Special rates (first class only) are granted

to Missionaries, members of the Naval,

Military, Diplomatic, and Civil Services,

to European officials in service of China

and Japan, and to Government officials and

their families.

Passengers who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year, will

be allowed a discount of 10 per cent. This

allowance does not apply to through fares

from China and Japan to Europe.

All Parcel Packages should be marked to

address in full, and same will be received

at the Company's Office until 5 p.m. the

day previous to sailing.

Consular Invoices to accompany Cargo

destined to points beyond San Francisco,

in the United States, should be sent to the

Company's Office, addressed to the Col-

lector of Customs, San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 7, Praya Central.

J. S. VAN BUREN,

Agent.

Hongkong, February 28, 1895.

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## Intimations.

## WINDSOR HOTEL

HONGKONG.

THIS ESTABLISHMENT, situated in the

pleasant Building known as 'CON-

NAUGHT HOUSE,' offers First-Class Ac-

commodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall

to each Floor, in charge of experienced

Attendant.

Favourable Arrangements made for

Families and for Monthly or Extended

Periods.

P. BOHM,

Proprietor and Manager.

Hongkong, November 24, 1894. 1907

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN... WEDNESDAY, 20th March.

EMPEROR OF CHINA... WEDNESDAY, 10th April.

EMPEROR OF INDIA... WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)

in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-

CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there

daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New

York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and